

C44-499 (2) GRIMSBY

GRIMSBY

PORT HEALTH AUTHORITY

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# ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH

FOR

1948.

BY

JAMES A. KERR, V.R.D., B.Sc., M.D., D.P.H.

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## PORT HEALTH COMMITTEE, 1948.

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CHAIRMAN :—COUNCILLOR A. E. KELHAM.

DEPUTY-CHAIRMAN :—COUNCILLOR G. C. WILSON.

Alderman	J. W. LANCASTER, J.P.	Councillor	W. B. BAILEY.
„	C. E. FRANKLIN, J.P.	„	R. BRYANT.
„	M. QUINN.	„	H. A. CHESHAM.
„	J. A. WEBSTER.	„	C. W. CLOW.
„	H. WELDRICK.	„	A. W. KENNINGTON.
Councillor	I. ABRAHAM.	„	W. J. J. STEVENS.

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### OFFICERS OF THE AUTHORITY.

Clerk to the Port Health Authority :—

L. W. HEELER, B.A., LL.B., TOWN CLERK.

Medical Officer of Health :—

JAMES A. KERR, V.R.D., B.Sc., M.D., D.P.H.

Chief Port Health Inspector :—

\*†JOHN D. SYME, O.B.E., A.I.N.A.

Deputy Chief Port Health Inspector :—

\*†T. C. CORMACK.

Assistant Port Health Inspectors :—

\*T. J. E. FORD.

\*G. B. SEGROTT.

Office Clerk :—

V. A. LEES.

Rat Searcher and Catcher :—

J. SUNLEY.

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\*Holds Certificates of the Royal Sanitary Institute as Sanitary Inspector and as an Inspector of Meat and other Foods.

†Holds B.O.T. Master's Certificate.

## GRIMSBY PORT HEALTH AUTHORITY.

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*To the Chairman and Members of the Port Health Committee, acting as the Port Health Authority.*

GENTLEMEN,

I beg to submit my report for the year 1948. It is made in accordance with the Regulations of the Ministry of Health which prescribe the duties of the Medical Officer of Health.

The general description of the port remains similar to that contained in my report for 1946.

### *Fish Docks.*

Several trawlers have been transferred from Grimsby to other fishing ports, but the new tonnage and the trawlers acquired by Grimsby owners during the year have more than compensated for the vessels transferred. At the end of 1948, the number of fishing vessels based on Grimsby was slightly in excess of the 1947 figure.

On the North Quay of No. 3 Fish Dock eight diesel oil storage tanks are now in use, with a total capacity of three hundred tons. This quantity is sufficient to deal with present requirements, but a considerable extension will have to be undertaken if and when the diesel engined distant water trawler makes its appearance.

The price of fuel oil advanced sharply during the year, resulting in a temporary setback for the use of oil as a fuel for fishing vessels. Despite this increase in price, it is certain that trawler owners are becoming more and more oil minded, and provision of storage facilities for large quantities of fuel oil is considered to be an essential part of any future organisation. Fuel oil is at present being supplied to fishing vessels in Grimsby at the rate of 60,000 tons a year, and this oil is brought to Grimsby by barge from one or other of the Humber oil installations, usually Saltend. No stock of fuel oil is held at Grimsby and the recent spell of foggy weather served to illustrate the extent of the delay which can be caused by adverse weather conditions.

Fishing vessels obtained 520,000 tons of coal in Grimsby during 1948, and it is possible that the near future will witness a considerable diminution of this figure with a corresponding increase in the amount of fuel oil supplied to fishing vessels.

The rapid expansion of the quick freeze method of fish distribution has resulted in an ever increasing demand for cold storage facilities in Grimsby,

as the present system of conveying frozen fish to inland cold stores for storage and ultimately back to Grimsby for distribution is wasteful from every aspect. To meet the requirements of the trade, a local firm has undertaken the conversion of the ground and first floors of a disused grain warehouse for use as a cold store, and it is estimated that facilities for the storage of 1,000 tons of frozen fish will be provided, in addition to existing facilities. Should the demand merit such a course, the remaining three floors of the warehouse can be similarly utilized.

#### *Commercial Docks.*

The Norwegian motor vessels "Guttorm Jarl" and "Ottar Jarl" maintain a regular cargo and passenger service between Norwegian ports and Grimsby. Boxed fish usually forms the great bulk of the cargoes of these vessels, and a certain amount of general cargo is usually shipped at Grimsby for the return voyage.

A considerable amount of ship repair and conversion work has been carried out by the local shipbuilding and engineering firms.

It will be seen from the details in the report that in the war against the rat and the bug afloat and against the rat ashore, so far as this Port is concerned, very considerable progress is being made.

I would like to thank the Officers of H.M. Customs and the Ministry of Agriculture and Fisheries, the Immigration Officer, the Port Fish Distribution Officer and the Officials of the Railway Executive (Eastern Region) for their ready co-operation and assistance during the year.

I should like to pay tribute to the hard work and high standard achieved by Mr. Syme and his staff. The fish trade of Grimsby, both now and in the future, will benefit by the unswerving adherence of Mr. Syme to the standards he has laid down for himself and his staff. Most of this report has been written by him.

In conclusion, I should like to express the thanks of the inspectors and myself for the keen interest in the work and the strong moral support shown by the Chairman and Members of the Port Health Committee.

I am, Gentleman,

Yours faithfully,

JAMES A. KERR,

*Medical Officer of Health.*

PORT HEALTH OFFICE,  
WHITEHALL CHAMBERS,  
WHARNCLIFFE ROAD, GRIMSBY.

MARCH, 1949.

## 1. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

TABLE A.

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of Vessels on which defects were remedied	Number of Vessels on which defects were found and reported to Ministry of Transport Surveyors.	Number of vessels reported as having, or having had during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Port Health Inspector				
Foreign :—								
Steamers ..	257	158,601	5	239	8	8	—	—
*Motor ..	185	54,995	1	166	1	2	—	—
Sailing ..	—	—	—	—	—	—	—	—
Fishing ..	1,865	287,028	1	125	37	36	—	—
Total Foreign :—	2,307	500,624	7	530	46	46	—	—
Coastwise :—								
Steamers ..	306	138,100	3	242	21	15	—	—
*Motor ..	215	54,352	1	205	10	8	—	—
Sailing ..	—	—	—	—	—	—	—	—
Fishing ..	6,403	437,999	2	628	170	154	—	—
Total Coastwise :—	6,924	630,451	6	1,075	201	177	—	—
Total Foreign and Coastwise :—	9,231	1,131,075	13	1,605	247	223	—	—

\* Includes mechanically propelled vessels other than steamers.

The numbers of vessels of less than 100 tons net (not included in Table A, columns 1 and 2) entering the port during the year were as follows :—

Type of Vessel				British	Foreign	Total
Steamships .. ..				435	—	435
Motor vessels .. ..				311	28	339
Canal boats .. ..				347	—	347
Lighters .. ..				192	—	192
Other vessels .. ..				533	—	533
Totals .. ..				1,818	28	1,846

The total net tonnage of these vessels was 128,129 tons.

All figures in respect of the number and tonnage of arrivals were compiled from returns supplied by the Railway Executive, Eastern Region.

The nationalities of the vessels inspected and re-inspected during the year were as follows :—

<i>Nationality.</i>	<i>Number Inspected.</i>				<i>Number Re-inspected.</i>			
British .. ..	1,136	..	..	..	270	..	..	..
Dutch .. ..	117	..	..	..	7	..	..	..
French .. ..	88	..	..	..	5	..	..	..
Danish .. ..	81	..	..	..	3	..	..	..
Norwegian .. ..	80	..	..	..	8	..	..	..
Swedish .. ..	32	..	..	..	3	..	..	..
Finnish .. ..	23	..	..	..	2	..	..	..
Panamanian .. ..	15	..	..	..	2	..	..	..
German .. ..	9	..	..	..	—	..	..	..
Faroese .. ..	6	..	..	..	3	..	..	..
Icelandic .. ..	6	..	..	..	1	..	..	..
Italian .. ..	6	..	..	..	—	..	..	..
Belgian .. ..	3	..	..	..	—	..	..	..
Cyprian .. ..	1	..	..	..	1	..	..	..
Greek .. ..	1	..	..	..	—	..	..	..
Polish .. ..	1	..	..	..	1	..	..	..
Totals ..	1,605	..	..	..	306	..	..	..

## II. CHARACTER OF TRADE OF PORT.

TABLE B.

(a) Passenger traffic during the year.

No. of Passengers		1st Class	2nd Class	3rd Class	Transmigrants	Total
Inwards	Aliens	926	—	—	—	
	British	463	—	—	—	1,389
Outwards	Aliens	732	—	—	—	
	British	508	—	—	—	1,240

(b) Cargo Traffic.

The following tables indicate the description and quantities in tons of the principal imports and exports during the year 1948, as compared with 1947 and 1938.

Principal Imports :—

Import				1948	1947	1938
Timber .. ..	..	..	..	66,255	83,004	136,047
Wood pulp .. ..	..	..	..	54,538	46,677	114,800
Fish—Boxed fresh .. ..	..	..	..	16,701	15,592	—
Fish—Frozen .. ..	..	..	..	1,972	1,604	—
Fish—Salted .. ..	..	..	..	1,647	1,546	—
Butter .. ..	..	..	..	9,415	18,351	50,073
Bacon .. ..	..	..	..	4,761	5,588	44,271
Eggs .. ..	..	..	..	3,520	1,683	8,620
Offal .. ..	..	..	..	2,235	3,656	—
Seed potatoes .. ..	..	..	..	1,287	12,531	—
Miscellaneous .. ..	..	..	..	27,654	15,089	38,343
Totals .. ..	..	..	..	189,985	205,321	392,154



## Fish Landings.

In addition to these imports, 241,051 tons of fish were landed at the Grimsby Fish Market during the year. The following table provides a comparison between the weight and value of the fish landed at Grimsby during 1948 and the weights and values landed in previous years.

Year	Landings	Weight	Value
1948	7,641	4,821,036 cwts.	£12,521,651
1947	7,153	4,355,845 "	£11,159,914
1946	6,310	3,933,767 "	£10,432,007
1945	4,338	2,143,455 "	£7,953,030
1938	14,353	4,316,074 "	£4,252,252

## Principal Exports :—

Export	1948	1947	1938
Coal .. .. .	792 258	607,281	1,030,796
Basic slag .. .. .	16,677	18,029	—
Sugar .. .. .	64,357	50,550	—
Ammonium nitrate .. .. .	28,532	2,948	—
Iron and steel manufactures .. .. .	8,169	6,387	13,122
Wools and Cottons .. .. .	5,520	4,931	—
Agricultural seeds .. .. .	4,533	1,271	—
Machinery .. .. .	2,902	2,175	—
Miscellaneous .. .. .	48,279	9,676	28,251
Totals .. .. .	971,227	703,248	1,072,169

## (c) Foreign Ports from which vessels arrive.

<i>Belgium.</i>	Antwerp, Ghent.
<i>Denmark.</i>	Esbjerg, Frederikshavn, Frederikssund, Hobro, Odense.
<i>Faroës.</i>	Thorshavn, Vaag.
<i>Finland.</i>	Abo, Kemi, Kotka, Toppila, Uleaborg.
<i>France.</i>	Boulogne, Calais, Dieppe, Dunkirk, Granville, Havre, Rouen, St. Malo, St. Nazaire.
<i>Germany.</i>	Brake, Bremen, Bremerhaven, Emden, Hamburg, Wilhelms-haven.
<i>Holland.</i>	Amsterdam, Harlingen, Rotterdam.
<i>Iceland.</i>	Reykjavik.
<i>Norway.</i>	Batsfjord, Bergen, Drammen, Hammerfest, Molde, Oslo, Stavanger, Tromso, Trondhjem.
<i>Poland.</i>	Gdynia.
<i>Portugal.</i>	Setubal.
<i>Russia.</i>	Archangel.
<i>Spain.</i>	Cadiz.
<i>Sweden.</i>	Göteborg, Hernösand, Luleå, Norrköping, Skellefteå, Stockholm.

# MEDICAL INSPECTION OF ALIENS.

Annual Return by the Medical Inspector of Aliens for the year ended 31st December, 1948.

	TOTAL	Number Inspected by the Medical Inspector	Number subjected to detailed examination by the Medical Inspector	Certificates issued					Trans-migrants
				Lunatic idiot or M.D.	Undesirable for medical reasons	Physically incapacitated	Suffering from acute infectious disease	Landing necessary for adequate medical examination	
(a) Total number of Aliens landing at the Port .. ..	925	346	—	—	—	—	—	—	—
(b) Aliens refused permission to land by Immigration Officer ..	1	—	—	—	—	—	—	—	—
(c) Transmigrants ..	—	—	—	—	—	—	—	—	—
Total Aliens arriving at the Port .. ..	926	346	—	—	—	—	—	—	—

Total number of Vessels carrying Alien passengers .. .. 207

Number of Vessels dealt with by the Medical Inspector .. .. 57

### III. WATER SUPPLY.

Water supplied by the Grimsby, Cleethorpes and District Water Board is available throughout the port area.

During the year, an investigation was carried out by the Ministry of Food in the Fish Dock area. The difference in price between the charge made by the Water Board and the price to the actual consumer was unfavourably commented on.

#### *Commercial Docks Supply.*

Samples of drinking water were taken at monthly intervals from the hydrants and delivery hosepipes on the Fish Docks and from the tanks and hosepipes of the water boats. All these samples were submitted for bacteriological examination, the results of which revealed a satisfactory degree of freedom from contamination. The water boats are maintained in a clean and hygienic condition, but nevertheless the provision of water hydrants along the quayside of the Royal and Alexandra Docks would undoubtedly provide a more acceptable method of supplying water to shipping.

It is unfortunate that shortage of material has rendered it impossible for the Railway Executive to make much headway with the scheme for the installation of fresh water hydrants throughout the commercial docks, but it is pleasing to note that preliminary work on this project has been commenced. New water mains have been laid on the east side of the Royal Dock and two large fish processing concerns are already enjoying the benefits of this new service.

#### *Fish Docks Supply.*

The hydrants situated on the quayside of the Fish Docks have now been fitted with metal covers and a possible source of contamination has thus been eliminated.

A large number of new fish processing premises have been erected and are being erected on the Fish Docks, and these, together with the greatly increased number of quick freezing plants in use, must result in an ever increasing demand for water.

#### *Fish Market Supply.*

On the fish market, the water supply for cleansing purposes is obtained by gravitation from the 30,000 gallon tank in the dock tower. This water is pumped to the dock tower from the Alexandra Dock and an efficient chlorination plant ensures freedom from contamination. The number of delivery points on the market is sufficient, and the supply appears to be adequate for all purposes except the box washing machines which must depend on raw dock water for their main supply.

#### *Drinking Water Supply for Fish Dock Workers and Office Staff.*

As a result of observations raised by this Authority, the taps on the fish market which are connected with the town water supply have now been labelled "Drinking Water."

Additional taps have been fitted for the use of office staff and labelled "Drinking Water." The taps situated close to conveniences or urinals have been rendered inaccessible for domestic use,

## IV. PORT HEALTH REGULATIONS, 1933 AND 1945.

The information under these Regulations is as described in my Annual Report for 1946, with the exception of the table in paragraph 10 relating to the particulars of the examination and treatment of seamen at the Grimsby Venereal Disease Clinic, Queen Street.

The following table gives details of the work carried out during the year 1948 :—

	British Seamen	Foreign Seamen	Total
Found to be suffering with :—			
(a) Syphilis .. .. .	12	54	66
(b) Gonorrhoea .. .. .	46	139	185
(c) Chancroid .. .. .	—	3	3
Found not be suffering from V.D. .. .. .	49	99	148
Total number of patients examined .. .. .	107	295	402
Total number of attendances .. .. .	231	613	844

Form V. 44(R) (Seamen's Transfer Card) was issued to all seamen in cases where continued treatment, tests, or observation was considered necessary.

Information about the location of the Clinic in Queen Street was placed on board vessels from other ports by the inspectors in the course of their duties.

TABLE C.

*Cases of Infectious Sickness landed from Vessels.*

DISEASES.	Number of cases during the year		Number of vessels concerned	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Scabies .. .. .	—	1	1	2.8
Pneumonia .. .. .	—	1	1	0.4
Malaria .. .. .	—	1	1	—

TABLE D.

*Cases of Infectious Sickness occurring on Vessels during the voyage but disposed of prior to arrival. NIL.*

During the year, no cases of Plague, Cholera, Yellow Fever, Smallpox or Typhus occurred, and no plague infected rats were discovered.

Responsibility for the provision of hospital accommodation for cases of infectious disease from ships and of sea-borne smallpox passed on the appointed day (5th July, 1948) of the National Health Service Act, 1946, from the Grimsby Corporation to the Sheffield Regional Hospital Board, acting through the agency of the Grimsby Hospitals Management Committee.

It is reported that the Minister of Health, at the request of the Port Health Authority, gave notice in the London Gazette (of the 20th August, 1948) that the provisions of Article 6 of the Port Health Regulations, 1933, were applicable to this district as from the 1st December, 1948.

## V. MEASURES AGAINST RODENTS.

The various measures taken by this Authority against rodents are as described in paragraphs 1 to 5 of my Annual Report for 1946.

*Merchant Vessels.*

A very notable feature of the year 1948 concerning the rat population on board merchant vessels was the remarkable reduction in the number of rats on board the vessels trading to Grimsby.

In only one instance was it found necessary to order disinfection by fumigation. Investigation in to the reasons for this pronounced freedom from rat infestation tends to indicate that much greater care is being taken by responsible persons on board to secure the maintenance of their vessels in a rat free condition. In some instances, vessels that have hitherto had a far from satisfactory record in this respect have been found to be free from rats, and it has been noted that rat traps have now acquired the status of permanency in the vessel's requisition list.

*Fishing Vessels.*

The situation in respect of the rat infestation of fishing vessels may be considered as being more satisfactory now than was the case at the close of the year 1947. It is doubtful if the black rat population of fishing vessels receives any reinforcements from outside sources, and it would appear that the process of destruction is slowly but surely overtaking the process of reproduction. The readiness with which the trawler owners have been prepared to co-operate with the inspectors of this Authority has gone far to secure the success of the campaign against rats in fishing vessels.

Several of the larger trawler owning concerns have established a post for one man whose sole duty it is to maintain the accommodation on board the vessels of his employer in a clean condition and free from rats and other vermin. It is to be hoped that in the future other similar firms will make such an arrangement. The experience and knowledge of the inspectors of this Authority have always been at the disposal of these men, and it is gratifying to note that the experiment has thus far proved very successful.

The complete elimination of rats from the fishing vessels based on Grimsby would have been looked upon as an impossible task only two or three years ago but now, without being unduly optimistic, it can be regarded as a distinct possibility of the future.

During the latter part of 1947, rodent experts of the Ministry of Agriculture and Fisheries spent some time investigating the practicability of using certain fumigants for the disinfection of fishing vessels. A series of experiments and tests were carried out and the problem considered from every angle. The conclusions arrived at were embodied in a report submitted during May, 1948, and it can be noted that the subject matter of this report did not serve to increase the knowledge of disinfection of fishing vessels already possessed by the Port Health staff.

*District.*

Periodical routine inspection of all premises within the port area and energetic action, where necessary, by the ratcatcher employed by this Authority



has resulted in the rat population on shore being reduced to a minimum. Here again the co-operation of owners and occupiers has almost invariably been forthcoming on request. It is not an exaggeration to say that the percentage of even slightly rat infested premises is very low, a remarkable change when one considers that the reverse was the case two or three years ago. This reduction in the rat population is a decided testimonial to the efficiency of systematic prebaiting and poisoning.

Details of the work carried out by the Port Health ratcatcher on the District during the year were as follows :—

DISTRICT—RATS AND MICE (DESTRUCTION) ACT, 1919.

479 inspections and 513 re-inspections were made in connection with rodent control in premises and the following work was completed :—

Premises deratised .. ..	148
Premises rat-proofed .. ..	40
Rat harbourage removed .. ..	112

RATS DESTROYED DURING THE YEAR.

TABLE E.

(1) On Vessels.

Number of Rats.	Jan.	Feb.	Mch.	Apl.	May	Jne	July	Aug.	Sep	Oct.	Nov.	Dec.	Total in Year
Black .. ..	22	21	14	7	21	13	22	24	18	4	11	35	212
Brown .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—
Species not recorded .. ..	—	2	5	11	—	—	—	—	—	8	—	—	26
Examined .. ..	—	—	—	—	—	—	—	2	—	—	—	1	3
Infected with plague .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE F.

(2) In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mch.	Apl.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total in Year
Black .. ..	—	—	—	—	—	—	—	—	5	—	—	—	5
Brown .. ..	751	345	387	526	884	362	298	721	550	370	380	270	5,844
Species not recorded .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined .. ..	—	—	—	—	—	2	2	2	2	1	—	2	11
Infected with plague .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—

In Table F, the figures showing the number of rats caught include the return rendered to this Authority by the ratcatcher employed by the Railway Executive, Eastern Region.

*Rats examined for Plague or other Diseases.*

During the year, 3 black and 11 brown rats were submitted for bacteriological examination. The report from the Bacteriologist was in all cases as follows :—

“ Post Mortem examination of these rats revealed no evidence of infection with B. Pestis or other diseases.”

TABLE G.

*Measures of Rat Destruction on Plague “ Infected ” or “ Suspected ” Vessels or Vessels from plague infected ports arriving in the Port during the year.*

NIL.

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage	No. of Ships	No. of Deratisation Certificates issued.					Number of Derat- isation Exempt. Cer- tificates issued	Total Cer- tificates issued
		After fumigation with			After trapping poison- ing, etc.	Total		
		H.C.N.	Sulphur	H.C.N. & Sulphur				
1	2	3	4	5	6	7	8	9
Ships up to 300 tons .. ..	43	—	—	—	—	—	43	43
„ from 301 tons to 1000tons	31	—	1	—	—	1	30	31
„ „ 1001 „ 3000 „	3	—	—	—	—	—	3	3
„ „ 3001 „ 10,000 „	—	—	—	—	—	—	—	—
„ over10,000 tons .. ..	—	—	—	—	—	—	—	—
Totals .. ..	77	—	1	—	—	1	76	77

## VI. HYGIENE OF CREWS' SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel	Number inspected during the year	Defects of Original Construction	Structural defects through wear and tear	Dirt, vermin, and other con- ditions preju- dicial to health
British .. ..	1,135	11	133	190
Other Nations ..	470	2	4	7

Details of defective conditions and nuisances found and remedied on shipping entering the port during the year were as follows :—

DEFECTIVE CONDITIONS AND NUISANCES.	STEAMERS		TRAWLERS.	
	Found	Remedied	Found	Remedied
<b>DEFECTS OF ORIGINAL CONSTRUCTION.</b>				
<i>Inadequate :—</i>				
Artificial lighting .. .. .	5	—	3	1
Ventilation .. .. .	2	1	—	—
<i>Not Provided :—</i>				
Drainage .. .. .	6	6	—	—
Food storage .. .. .	3	3	4	1
Washing facilities .. .. .	4	4	—	—
W.C.'s .. .. .	6	6	—	—
<b>STRUCTURAL DEFECTS THROUGH WEAR AND TEAR.</b>				
<i>Defective :—</i>				
Artificial lighting .. .. .	19	23	—	—
Bulkheads .. .. .	28	25	3	3
Bunks .. .. .	25	23	80	74
Companion ladders .. .. .	1	1	—	—
Decks .. .. .	33	31	59	60
Decklights .. .. .	3	3	12	11
Drainage .. .. .	1	1	—	—
Hatchways .. .. .	1	1	—	—
Hawse pipes .. .. .	2	1	—	—
Heating facilities .. .. .	30	22	—	—
Lockers—Clothes .. .. .	41	38	10	10
Food .. .. .	26	25	30	28
Seat .. .. .	1	1	—	—
Store .. .. .	1	1	—	—
Transom .. .. .	1	1	—	—
Portframes .. .. .	27	22	8	12
Portlights .. .. .	45	39	11	8
Scupperways .. .. .	11	11	—	—
Seats .. .. .	17	10	—	—
Sideplates .. .. .	—	—	13	12
Skylights .. .. .	5	6	20	15
Slop sinks .. .. .	8	8	—	—
Spurling pipes .. .. .	4	3	3	3
Stoves .. .. .	14	13	30	25
Stove chimneys .. .. .	10	10	26	25
Tables .. .. .	10	9	1	1
Ventilators .. .. .	34	26	1	1
Washing facilities .. .. .	14	14	3	3
Waste pipes .. .. .	6	6	—	—
Water—Tanks .. .. .	7	7	3	2
Pumps .. .. .	5	4	—	—
W.C.—Complete .. .. .	8	6	1	1
Basins .. .. .	—	—	10	7
Seats .. .. .	3	2	8	6
<b>DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH.</b>				
<i>Dirty :—</i>				
Beds .. .. .	89	69	35	35
Bunks .. .. .	191	180	699	696
Galleys .. .. .	11	11	53	53
Lockers—Clothes .. .. .	171	149	480	455
Food .. .. .	101	89	321	310
Seat .. .. .	67	55	186	184
Store .. .. .	4	4	2	2
Transom .. .. .	1	1	38	36



DEFECTIVE CONDITIONS AND NUISANCES	STEAMERS		TRAWLERS	
	Found	Remedied	Found	Remedied
<i>Dirty :—</i>				
Messrooms .. .. .	11	8	7	4
Quarters .. .. .	25	19	73	70
Storerooms .. .. .	17	16	—	—
Sanitary accommodation .. .. .	16	14	2	2
Wash houses .. .. .	24	22	7	7
Water tanks .. .. .	16	14	58	56
W.C. Pans .. .. .	30	31	113	100
<i>Verminous :—</i>				
Galleys .. .. .	1	1	3	3
Quarters .. .. .	12	13	15	15
<i>MEASURES AGAINST RODENTS.</i>				
<i>Rat :—</i>				
Infestations .. .. .	2	2	32	25
Runs .. .. .	—	—	68	66
Harbourage .. .. .	—	—	81	74

## CREW ACCOMMODATION.

*Merchant Vessels.*

Inspection of the crew accommodation on board all vessels entering the port is a very important part of the duties of the Port Health Inspector. The accommodation on the type of vessel forming the greater part of the tonnage entering the port of Grimsby does not by any means conform to the present day standards as far as comfort and hygiene are concerned. The gradual replacement of the older vessels by new tonnage seems to be the only way in which the situation can be improved to any appreciable extent, although the perseverance of the Port Health Inspectors can do much to secure minor improvements.

During the year, no difficulty has been experienced in securing the implementation of the inspectors' recommendations concerning any unsatisfactory features noted as a result of inspection. In the few cases where it was found necessary to communicate with the owners of vessels forming the subject of adverse reports, immediate co-operation was forthcoming.

The slight but definite improvement in the general cleanliness of accommodation has been maintained. The paying off and signing on of crews is not a regular occurrence in vessels trading to this port, and the dirty and rubbish littered accommodation which is almost invariably a consequence of such domestic upheavals is therefore not experienced.

The manner in which insect vermin seem to be disappearing from ship-board is most satisfactory. This applies particularly to the bed bug, and the fact that not one case of bug infestation has been reported in the port of Grimsby during the year is considered to be most noteworthy. Greater interest on the part of the personnel on board and a plentiful supply of very efficient insecticides are the factors thought to be mainly responsible for this very desirable change.

While the volume of work carried out by the various Port Health Authorities is certainly most praiseworthy, it cannot be gainsaid that the existing legislation does very little to help things along. To deal with a ship in a

manner similar to a house is obviously out of the question, and to set about securing the abatement of a nuisance on board a ship by the application of the appropriate sections of the Public Health Act involves a procedure so cumbersome as to be useless. The time seems to be ripe for the introduction of legislation not divorced from reality, but designed to cover every aspect of the work of ship inspection as carried out by the Port Health Authorities and to provide for the greater utilization of the experience and knowledge of the inspectorial staffs.

### *Fishing Vessels.*

In reviewing the situation concerning crew accommodation on fishing vessels based on this port, one of the most pleasing aspects is the continued absence of insect vermin from these vessels. Only a very few years ago the bug infested vessel was an ever present menace, which almost certainly exercised a demoralising effect on those who were unfortunate enough to have to live under such conditions. The elimination of the bed bug in fishing vessels has been the result of the co-operation of all concerned and represents a noteworthy advance in the general trend towards better conditions.

The majority of the smaller North Sea trawlers are of a considerable age, and the living accommodation on board is so situated and of such a nature as to render extensive reconstruction out of the question. It is to be regretted that the replacement of these trawlers by modern well planned vessels seems to be as distant a possibility as ever, and it appears certain that no trawler owner will order new vessels of this type while existing conditions prevail. In other words, no appreciable improvement in the living accommodation on the smaller type of trawler can be expected in the near future.

On the other hand the building of large distant water trawlers is proceeding apace. The two vessels which entered the service of Grimsby owners during 1948 are excellent examples of their type and will be followed during the year 1949 by many other notable additions to the Grimsby fleet.

In view of the fact that in the 1946 Supplement to the Ministry of Transport publication "Instructions as to the Survey of Master's and Crew Spaces" it is required that in vessels of over a certain tonnage, the ratings should be berthed in rooms containing not more than four berths, it is remarkable that new deep sea trawlers are still being built with the old style of forecastle which provides sleeping accommodation for as many as sixteen men. Fishermen do not take kindly to changes and many profess a preference for the large general forecastle, but it is perhaps significant that the crews of trawlers having separate rooms for each watch are invariably in favour of this more modern conception of satisfactory living accommodation.

### INSPECTION OF CANAL BOATS.

#### *Public Health Act, 1936, Part X and The Canal Boats Regulations, 1878.*

347 canal boats entered the port during the year and 20 inspections were carried out. The following defects and contraventions of the Act and Regulations were found and remedied :—

DEFECTIVE CONDITIONS AND CONTRAVENTIONS	Found	Remedied
Registration Marks and Numbers not clearly shown ..	8	2
Registration Certificates not on board .. ..	2	1
Misappropriation of crew's cabin space .. ..	1	1
Cabins requiring repainting .. ..	1	—
Food lockers defective .. ..	1	1
Water tanks not provided .. ..	1	1

Canal boats trading to Grimsby are usually registered with one of the following Registration Authorities :—Hull, Goole, York, Nottingham or Leeds. Trade is confined chiefly to places on the Rivers Humber and Trent.

Generally speaking, the crew accommodation on board the canal boats using the port of Grimsby is maintained in a satisfactory condition and the defects noted are usually remedied by the service of informal notices. During the year, seven formal notices have been served on owners in respect of defects and contraventions on canal boats, and no legal proceedings were taken.

No case of infectious disease occurred on any of the canal boats.

## VII. FOOD INSPECTION.

### PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1948.

#### *Inspection of Fish.*

The amount of fish landed from fishing vessels at the Grimsby fish market during the year was 241,051 tons, representing a value of £12,521,651. In addition, 20,320 tons of fish, imported from other countries, was landed at the commercial docks.

All fish landed was subjected to routine inspection by the Food Inspectors, and the quantities and descriptions of fish found to be unfit for human consumption were as follows :—

Type of Fish	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Cod .... ..	2,359	6	1	0
Haddock .. ..	1,264	9	2	1
Colefish .. ..	534	9	3	1
Catfish .. ..	110	0	0	1
Mackerel .. ..	76	1	2	1
Herrings .. ..	71	1	3	1
Dabs .. ..	53	11	0	1
Whiting .. ..	26	15	0	0
Plaice .. ..	19	7	2	1
Bream .. ..	16	0	0	0
Roes .. ..	14	19	1	1
Norway Haddock .. ..	13	16	1	0
Dogfish .. ..	8	3	3	1
Skate .. ..	4	11	2	0
Gurnards .. ..	2	14	1	1
Hake .. ..	2	5	1	1
Lemon Soles .. ..	1	18	3	0
Witches .. ..	1	10	0	0
Halibut .. ..	1	7	0	1
Ling .. ..		15	0	0
Megrims .. ..		5	0	0
Tusk .. ..		1	1	0
TOTAL .. ..	4,583	11	0	0

The above total involved a loss in value of approximately £230,000.

*Inspection of Other Foodstuffs.*

The undermentioned quantities of other foodstuffs were landed at the commercial docks during the year, and routine inspection was carried out under the above Regulations :—

Butter	..	..	..	9,415 tons.
Potatoes	..	..	..	8,945 „
Bacon	..	..	..	4,761 „
Eggs	..	..	..	3,520 „
Vegetables	..	..	..	2,441 „
Offal	..	..	..	2,235 „
Meat products	..	..	..	443 „
Fruit	..	..	..	407 „
Conserves	..	..	..	345 „
Miscellaneous	..	..	..	19 „

TOTAL .. 32,531 tons.

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Details of these foodstuffs found to be unfit for human consumption were as follows :—

Type of Food	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Canned pork .. ..		15	1	1
Cows udders .. ..		2	1	1
Pigs spleens .. ..		1	2	0
Potatoes .. ..			1	1
Caviare .. ..				1
TOTAL ..		19	3	0

## FOOD AND DRUGS ACT, 1938.

*Inspection of Fish.*

Details of fish condemned ex rail, fish merchants and other sources during the year under the above mentioned Act were as follows :—

Type of Fish	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Haddock .. .. .	273	16	2	1
Cod .. .. .	35	9	0	0
Dogfish .. .. .	20	10	3	1
Colefish .. .. .	12	17	0	1
Roes .. .. .	9	16	0	0
Herrings .. .. .	8	16	3	0
Mackerel .. .. .	7	9	1	0
Plaice .. .. .	7	1	3	1
Bream .. .. .	4	19	2	1
Halibut .. .. .	3	14	0	1
Cured Fish .. .. .	3	12	0	1
Catfish .. .. .	3	5	0	0
Skate .. .. .	3	2	0	1
Dabs .. .. .	1	15	2	1
Prawns .. .. .	1	8	1	1
Trout .. .. .	1	0	0	0
Lemon Soles .. .. .		17	2	0
Soles .. .. .		7	2	1
Whiting .. .. .		7	1	0
Hake .. .. .		6	0	1
Lobsters .. .. .		2	0	1
Turbot .. .. .		1	0	1
Salmon .. .. .		1	0	1
Ling .. .. .		1	0	1
Brill .. .. .			2	1
John Dory .. .. .			2	1
Megrim .. .. .				1
TOTAL ..	400	19	3	1

The above total involved a loss in value of approximately £20,000.

*Inspection of Other Foodstuffs.*

The quantities and descriptions of other foodstuffs condemned during the year under the above Act were as follows :—

	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Canned vegetables .. ..			3	1
Canned tomatoes .. ..			2	0
Canned milk .. .. .				1
Canned Miscellaneous .. ..				1
Fish cakes .. .. .			1	1
Cheese .. .. .			1	0
Dried peaches .. .. .				1
TOTAL ..		2	1	1



### *Disposal of Condemned Food.*

All fish condemned by this Authority was disposed of to the Fish Meal Works. Other condemned foodstuffs were either destroyed or sent for conversion to animal feeding stuffs.

#### PUBLIC HEALTH (PRESERVATIVES &C., IN FOOD) REGULATIONS, 1925-1948.

During the year, samples of black pudding, crab paste and pork brawn were submitted for analysis under the above Regulations. The Analyst reported that all these samples were free from preservatives.

#### PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926.

It has not been found necessary to take any action under these Regulations during the year.

#### SHELL-FISH.

There are no shell-fish beds or layings within the jurisdiction of this Authority.

#### SAMPLING OF FOOD.

Details of samples of food taken during the year and submitted for bacteriological or chemical examination were as follows :—

	<i>Nature of Sample.</i>	<i>Reason for Examination.</i>	<i>Result of Examination.</i>
(a)	<i>Bacteriologist.</i>		
	Iced Lollipop	Suspected contamination	B. Coli present in 0.1 ml.
(b)	<i>Analyst.</i>		
	Black Pudding	Preservatives	Free from preservatives.
	Crab Paste	"	" " "
	Pork Brawn	"	" " "

#### FISH INSPECTION.

The following table illustrates the upward trend in the proportion of fish condemned on the Grimsby fish market during recent years :—

Year	Weight of Fish in Tons.		Percentage
	Landed	Condemned	
1938	215,804	542	0.25%
1945	107,173	356	0.33%
1946	196,688	1,920	0.97%
1947	217,792	3,731	1.71%
1948	241,051	4,583	1.90%

The amount of fish condemned during the year 1947 was so great as to justify the assumption that subsequent years would show an appreciable reduction, but unfortunately this has not thus far proved to be the case. Comparison of the figures for the years 1947 and 1948 reveals a substantial increase in the quantity of fish condemned during 1948 as compared with 1947. This increase amounted to 852 tons in the case of fish landed from trawlers and other fishing vessels, and 323 tons in the case of fish landed from vessels in the Royal Dock and fish condemned ex merchants, ex rail, etc.

It is impossible to submit a constructive explanation for this very undesirable increase. During the year 1947, the winter months showed very low returns for condemned fish, while during the summer months of that year the figures constituted an all time record. On the other hand, the monthly figures for 1948 were much more uniform than for 1947, the amount of fish condemned during the first three months of 1948 being equal to the worst summer months. It will be remembered that the winter of 1947 was exceptionally severe while the summer was exceptionally warm, so possibly the advantages of a very cold winter outweigh the disadvantages of a very warm summer. A more reasonable explanation is probably that the average duration of the distant water voyage was greater during 1948 than during 1947.

Whatever the reasons, the dismal fact remains that during 1948 nearly 5,000 tons of fish were condemned and, considering the condition of the national larder, this figure can only be regarded as a disaster which demands that immediate steps be taken with a view to preventing a recurrence.

It is becoming more and more evident that the disturbingly large quantity of fish condemned does not tend to affect the overall amount of poor quality fish landed. In other words, the fact that a trawler suffers heavily at the hands of the Port Health Inspectors does not act as a deterrent against the landing of poor quality fish on future occasions.

During April, 1948, with the permission of the Port Health Committee, Mr. J. D. Syme, Chief Port Health Inspector, undertook a voyage to the White Sea fishing grounds in the S/T "Pataudi" for the purpose of studying at first hand the conditions under which fish is gutted, cleansed and stowed in trawlers.

The problem of poor quality fish presents one outstanding feature; the vast bulk of the fish condemned comes from the White Sea fishing grounds. Prior to the 1939—45 war, the duration of the average White Sea voyage was 21 days, whereas now such a voyage occupies a period of 25 or 26 days and frequently considerably longer. It is evident that the additional 4 or 5 days make all the difference between good quality fish and very poor quality fish. If the duration of the present day White Sea voyage could be reduced to the limits of the pre-war voyage, it is considered that a very great reduction in the amount of fish condemned would result.

In Grimsby, only two kinds of fish are recognised by the inspectors, good fish and bad fish, and no intermediate categories are permitted. Strict adherence to this rule has caused a considerable amount of trouble in dealing with mixed quality fish. The procedure followed in cases where inspection reveals a quantity of mixed quality fish is for the inspector to order the separation of the good from the bad fish and the re-submission of the fish for inspection. This operation is known locally as "sorting," and some idea of the magnitude of the problem will be conveyed by the fact that during the year 1948 over 6,100 tons were sorted on the inspectors' instructions. It is certain that a very considerable proportion of the condemned fish for the year was derived from this source.

It will probably be found that the percentage of fish condemned at other major fishing ports during the year was less than at Grimsby. The principal reason for this difference is considered to be the fact that in Grimsby fish is either good or bad, and no intermediate categories such as "For Curing Only" or "For Salting Only" are allowed. The result of this variation in procedure is that in Grimsby mixed quality fish is "sorted" and the poorer quality fish rejected, while in other ports such fish may be dealt with by one or other of the categories designed to facilitate the disposal of such fish. The assumption

is that by designating fish as being fit only for immediate curing, the deterioration in quality, which would otherwise be caused by the lapse of time between the port and the consumer, is eliminated.

It is not proposed to discuss the differences in fish inspection procedure at all the main fishing ports, but it is considered that a very strong case can be made out for a general standardisation of procedure. Actual fish inspection is essentially a matter of opinion and cannot be standardised, but there appears to be no reason why the procedure should vary at different ports, with the possible result that one port is penalised more heavily than another. In this matter the time seems to be opportune for a general direction by the central authority.

Elsewhere in this report mention is made of the passenger and cargo service in operation between Norwegian ports and Grimsby. This service is maintained by two refrigerated motor vessels, the "Ottar Jarl" and the "Guttorm Jarl," frozen fish forming the great bulk of the cargoes carried by these vessels. This fish is usually of first class quality and has presented no difficulties to the inspectors thus far, with the exception of one cargo.

During March, 1948, the M/V "Guttorm Jarl" arrived in Grimsby with a cargo consisting of about 509 tons of boxed frozen fish. Soon after discharge of this cargo was commenced, it became evident that a detailed examination of the entire cargo would be necessary as the quality of the fish was considered to be unsatisfactory. Unfortunately, the poor condition of the fish was not confined to any one consignment, but was general throughout the cargo. Altogether it was found necessary to condemn some 255 tons, or about 50% of the entire cargo of the vessel. A large proportion of the condemned fish consisted of haddock, but there was also a quantity of halibut, plaice and other of the more expensive fish.

The fish was in a frozen state on being discharged from the vessel and it has not been found possible to ascertain the cause of the unsatisfactory quality. The Norwegian shippers were very much perturbed at such large scale condemnations, but it must be noted that no trouble of any description has been experienced with these cargoes either before or after this incident.

#### QUICK FREEZING OF FISH.

During the past year, the amount of fish quick frozen in Grimsby was nearly 4,000 tons. The major portion of this fish went to shipping interests, institutions and other large scale consumers, but nevertheless a considerable quantity was accounted for by direct retail sales.

These figures serve to illustrate the remarkable strides made by this relatively new section of the fishing industry, and it can no longer be doubted that quick freezing will play an increasingly important role in the distributive side of the industry. Quick freezing should not be regarded as just another method of fish preservation, but rather as an entirely revolutionary method of fish distribution, having for its object the presentation of the fish to the consumer in as fresh a condition as when it left the trawler.

It is claimed that by quick freezing all the advantages of freshness are retained and that the product of quick freezing is indistinguishable from the original. Apart from this aspect, it is certain that quick frozen fish has much to recommend it from the viewpoint of hygiene as a method of fish distribution. It is certain, however, that all the advantages of this new method will not be passed to the consumer until facilities are available for the retention of the



fish in a frozen state from the time it leaves the freezer until it is in the hands of the consumer. It is considered that quick frozen fish should be packed into hygienic cartons at the ports and conveyed to its destination in refrigerated vehicles, and facilities provided for storage on the premises of the retailer.

At the present time, there is much talk concerning the possibilities of large scale freezing on the trawlers at sea, and it will be interesting to note any developments in this direction during the coming year. No doubt the practicability of providing storage for frozen fish and wet fish on deep sea trawlers has been fully investigated. It would seem that this is one way in which the problem of poor quality fish could be overcome. If the proceeds of the first week's fishing could be frozen and stored in refrigerated compartments, it should not be necessary to have wet fish on ice for longer than ten or twelve days, a period which should present no difficulty as far as the turning out of good quality fish is concerned.

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#### DISTRICT—SANITARY CONDITIONS.

##### *Road Surfaces.*

The condition of the surfaces of some of the roads in the older part of the fish dock area is deplorably bad and cannot be too strongly condemned. It is understood that the re-surfacing of these roads is under consideration by the Railway Executive, and it is to be hoped that steps will be taken in the very near future to put this work in hand. While every allowance must be made for shortage of labour and materials and the accumulation of outstanding work caused by the intervention of the war years, it is nevertheless considered that the condition of certain roads on the fish docks is such as to demand a very high degree of priority.

##### *Drainage.*

The drainage in a large proportion of the older fish processing premises consists of trapped gullies which are connected directly with the sewer. No screens are provided, with the result that a considerable amount of fish offal finds its way into the drains and sewers. The normal flow of water is not sufficient to maintain clear drains and stoppages are frequent. Clearing operations sometimes involve the removal of fish offal in quantities sufficient to fill two or three barrels. Nails from fish boxes are also found in the drains, sometimes in appreciable quantities.

The Railway Executive have recently provided inspection chambers at several of the most troublesome sewer bends and junctions and the task of clearing stoppages has thus been greatly facilitated. This trouble with the drains and sewers is chiefly confined to the older part of the fish dock area, as in most of the new premises multiple screened manholes are a feature of the drainage systems.

##### *Public Conveniences.*

Within the dock area, public conveniences of insanitary design are steadily being replaced by modern structures containing adequate water closet and urinal accommodation. Of the conveniences situated in the vicinity of the commercial docks, only those on the east side of the Royal Dock remain to be modernised.

It is understood that the rebuilding of the Cross Street convenience is under consideration, and in the meantime every effort is being made to maintain this convenience in a satisfactory condition. There would appear to be a real need for additional sanitary accommodation to serve Henderson, Chapman, Doughty and Melhuish jetties, but no doubt this need will be taken into consideration when the course of action regarding the Cross Street convenience is finally decided.

#### *Fish Processing and Fish Curing Premises.*

The erection of new premises for fish processing and fish curing in the vicinity of No. 3 Fish Dock is proceeding apace, as well as premises intended for purposes which may be described as ancillary to the fishing industry. When all the projected buildings are completed, it is thought that the locality in question will be the most modern of its type in the country, providing unrivalled facilities for the hygienic handling of fish in very large quantities.

The proportion of the new buildings which are or will be devoted to the quick freezing of fish is noteworthy and the mechanical method of smoke curing is also well represented. The majority of the new premises are excellent examples of modern planning and contrast sharply with some of the premises used for fish processing in other parts of the fish dock area.

It is certain that the enormous capacity of these new premises for dealing with fish will never be fully utilised while controls are in existence. When controls are removed and fish is once again sold to the highest bidder, the larger firms will no doubt endeavour to obtain fish in sufficient quantities to keep their factories working to capacity.

#### *Factories.*

Very satisfactory liaison continues between H.M. Inspector of Factories and the staff of this Authority, with the result that any difficulty in the administration of the appropriate sections of the Factories Act, 1937 is reduced to a minimum.

## ADMINISTRATION OF THE FACTORIES ACTS, 1937 AND 1948.

*Particulars of Inspections and Defects found and remedied during 1948.*

## 1. INSPECTIONS for the purposes of provisions as to health (including inspections made by Sanitary Inspectors).

PREMISES (1)	Number on Register (2)	Number of		
		Inspections (3)	Written Notices (4)	Occupiers prosecuted (5)
(i) Factories in which Sections 1, 2, 3, 4, and 6 are to be enforced by Local Authorities .. .. .	128	280	65	—
(ii) Factories not included in (i) to which Section 7 applies :—				
(a) Subject to the Local Authorities (Transfer of Enforcement) Order 1938 ..	100	136	9	—
(b) Others .. .. .	—	—	—	—
(iii) Other premises under the Act (excluding out-workers premises)	—	—	—	—
TOTAL .. .. .	228	416	74	—

## 2. Cases in which DEFECTS were found.

PARTICULARS  (1)	Number of Cases in which Defects were found				Number of cases in which prosecutions were instituted (6)
	Found (2)	Remedied (3)	Referred		
			To H.M. Inspector (4)	By H.M. Inspector (5)	
Want of cleanliness (S.1) .. ..	112	60	—	2	—
Overcrowding (S.2) .. ..	—	—	—	—	—
Unreasonable temperature (S.3) ..	1	1	—	—	—
Inadequate ventilation (S.4) .. ..	6	10	—	—	—
Ineffective drainage of floors (S.6) ..	24	23	—	—	—
Sanitary Conveniences (S.7)					
(a) insufficient .. ..	9	6	—	1	—
(b) Unsuitable or defective ..	8	12	—	3	—
(c) Not separate for sexes .. ..	1	1	—	1	—
Other offences (not including offences relating to Homework) .. ..	61	62	—	—	—
TOTAL .. ..	222	175	Nil	7	Nil

*Offensive Trades.*

Fish Curing and the manufacture of Fish Meal and Cod Liver Oil are the scheduled offensive trades carried on within the port area. The premises concerned have been kept under constant supervision by the Port Health staff and have not been the subject of any complaint.

The collection of fish offal from the market and fish processing premises for conveyance to the fish meal works necessitates the use of a very great number of offal containers. Up to the present, the containers used for this purpose have taken the form of wooden barrels or metal drums. As no determined effort has been made to maintain these containers in a clean condition, they have frequently formed the subject of adverse criticism. The matter has been taken up on more than one occasion with the Fish Meal Company by this Authority, but it has been found impossible to secure the maintenance of the containers in a satisfactorily clean condition. The wooden barrels become encrusted with fish scales and filth and, in addition, the metal drums become badly rusted. These conditions tend to render efficient cleansing a most difficult matter.

The officials of the Fish Meal Company have been alive to the shortcomings of their offal containers and 5,000 smooth galvanised steel containers, each having a capacity of twenty-six stones of offal, have been ordered. The first of these new containers are already in use and it is anticipated that the order will soon be completed. If steel permits prove to be available, it is probable that an order for a second 5,000 containers will be placed.

These new containers are excellent in every way and a great improvement on the improvised container which has hitherto been used. Nevertheless, regular cleansing will have to be undertaken if all grounds for criticism are to be eliminated.

## DISTRICT—INSPECTIONS AND RE-INSPECTIONS.

During the year, the following inspections and re-inspections of factories and other premises, etc., were carried out under the appropriate Acts and Regulations :—

	<i>Inspections.</i>				<i>Re-Inspections.</i>			
Factories with power	..	135	..	..	..	..	135	
Factories without power	..	42	..	..	..	..	50	
Fish curing houses	..	133	..	..	..	..	207	
Fish processing houses	..	105	..	..	..	..	243	
Workplaces	..	41	..	..	..	..	92	
Shops	..	25	..	..	..	..	14	
Public sanitary conveniences		17	..	..	..	..	21	
Streets, drains, etc.	..	27	..	..	..	..	31	
		<hr/>					<hr/>	
TOTALS	..	525					793	
		<hr/>					<hr/>	

## DISTRICT—SANITARY IMPROVEMENTS EFFECTED.

During the year, 1 statutory notice and 264 informal notices concerning defects and nuisances were served on owners or occupiers. It was not found necessary to take any legal proceedings. The following table shows the defects and nuisances found and remedied :—

Defect or Nuisance	Remedy	Found	Remedied
<b>GENERAL</b>			
<i>Defective :—</i>			
Artificial lighting .. ..	Repair/Renew	7	7
Chimneys .. ..	Repair	1	1
Doors .. ..	Repair/Renew	43	40
Floors .. ..	"	36	34
Heating facilities .. ..	"	1	1
Road surfaces .. ..	"	1	1
Roofs .. ..	"	13	14
Skylights .. ..	"	7	6
Stairways .. ..	"	3	3
Walls .. ..	"	50	42
Window frames .. ..	"	13	14
Window panes .. ..	Reglaze	241	228
Yard surfaces .. ..	Repair/Relay	7	6
<i>Dirty :—</i>			
Factories with power .. ..	Cleanse and	8	4
Factories without power .. ..	Limewash/Paint	7	7
Fish curing houses .. ..	"	78	50
Fish processing houses .. ..	"	22	23
Messrooms .. ..	"	6	6
Stairways .. ..	"	7	9
Storerooms .. ..	"	26	21
Workplaces .. ..	"	16	16
<i>Inadequate :—</i>			
Lighting (artificial) .. ..	Improve	5	3
Lighting (natural) .. ..	"	2	—
Ventilation .. ..	"	9	9
<i>Not provided :—</i>			
Heating facilities .. ..	Provide	1	1
Messing facilities .. ..	"	1	1
Refuse storage .. ..	"	1	—
<i>Miscellaneous :—</i>			
Accumulations of refuse .. ..	Remove	9	8
Other nuisances .. ..	Abate	7	4
Overcrowding .. ..	"	1	1
Premises verminous .. ..	Fumigate	2	1
<b>DRAINAGE</b>			
<i>Drainage :—</i>			
Defective .. ..	Repair/Relay	20	21
Inadequate .. ..	Improve	5	2
Not provided .. ..	Provide	6	4
<i>Choked :—</i>			
Drains .. ..	Clear	23	24
Eaves gutters .. ..	"	12	13
Gullies .. ..	"	19	19
Rain water pipes .. ..	"	4	2
Sewers .. ..	"	8	8
Septic tanks .. ..	"	1	1
<i>Defective :—</i>			
Eaves gutters .. ..	Repair/Renew	14	14
Floor drainage .. ..	"	4	1
Gullies .. ..	"	15	13
Inspection chambers .. ..	"	1	2
Inspection chamber covers .. ..	"	2	3
Rain water pipes .. ..	"	13	12
Soil pipes .. ..	"	8	8



Defect or Nuisance	Remedy	Found	Remedied
<i>Not provided :—</i>			
Floor drainage .. .. .	Provide	3	2
Gullies .. .. .	"	12	9
Gully covers .. .. .	"	7	6
Inspection chambers .. .. .	"	13	12
Inspection chamber covers .. .. .	"	5	6
Intercepting traps .. .. .	"	2	2
Waste pipes .. .. .	"	10	9
<i>SANITARY ACCOMMODATION.</i>			
<i>Sanitary Accommodation :—</i>			
Defective .. .. .	Repair/Renew	3	1
Dirty .. .. .	Limewash/Paint.	49	43
Not provided .. .. .	Provide	9	9
Not adequately lighted .. .. .	"	43	43
Not marked for sex .. .. .	Mark	13	13
Not properly ventilated .. .. .	Ventilate	10	6
Not properly screened .. .. .	Screen	5	7
<i>Defective :—</i>			
Flushing cisterns .. .. .	Repair/Renew	16	16
Flushing pipes .. .. .	"	16	14
Hot water supply .. .. .	"	3	4
Wash basins .. .. .	"	2	2
W.C. connections .. .. .	"	2	2
W.C. pans .. .. .	"	14	13
W.C. seats .. .. .	"	24	19
<i>Dirty :—</i>			
Public conveniences .. .. .	Cleanse & Limewash/Paint	6	6
Urinals .. .. .	"	4	2
Wash places .. .. .	"	1	1
W.C. pans .. .. .	Cleanse	29	29
<i>Not provided :—</i>			
Hot water supply .. .. .	Provide	10	11
Urinals .. .. .	"	4	3
Washing facilities .. .. .	"	14	14
Water supply .. .. .	"	9	8
W.C.'s complete .. .. .	"	9	9
W.C. seats .. .. .	"	7	6
W.C. flushing systems .. .. .	"	1	1

#### FISH MARKET—SANITARY CONDITIONS.

The sanitary condition of the fish market continues to be very satisfactory. The entire length of the market is hosed down daily by the staff of the Railway Executive. The fish boxes and other trade utensils are stacked tidily away, and altogether the market presents a very clean and hygienic appearance at the close of each days work.

The Chapman and Henderson Jetties constitute the only part of the fish market which has not been modernised, and evidently the Railway Executive have not yet reached a decision concerning the future of these jetties.

### *Lighting of the Fish Market.*

Practically all the inspection of fish is carried out under artificial lighting during the winter months. The Port Health staff have found this lighting to be sufficient for their purpose except in the berth known as West Wall No. 2. The artificial lighting at this berth is hardly sufficient to enable the inspection of fish to be carried out satisfactorily, and it has been found necessary to approach the Railway Executive with a view to securing the installation of additional and more powerful lighting.

### *Fish Trunks.*

The ten stone wooden trunks or boxes, in which the fish was packed after being landed from the trawlers, have finally been replaced by aluminium alloy containers of similar capacity. From the viewpoint of hygiene, the aluminium alloy container is a decided advance on the wooden article.

The efficient cleansing of these fish containers constitutes a problem for which no satisfactory solution has yet been found. The box washing machines at present in use do not perform the job by any means as efficiently as could be desired, and it is becoming increasingly evident that nothing short of steam sterilisation will meet the case. With this end in view, the Grimsby Exchange drew up plans for the installation of steam sterilising plant on their Humber Bank premises and ordered the necessary equipment. It now appears that the site in question is within the limits of a future development area of the Railway Executive and the Grimsby Exchange is faced with the necessity of acquiring another site.

As matters are at present, it is certain that the maintenance of the containers in use on the fish market in a clean and hygienic condition is an impossible task while existing facilities only are available.

### *Fish Boxes.*

Fish is despatched inland from Grimsby in wooden boxes which are returned to Grimsby by the consignees. Observation at the Grimsby box yards revealed that a disturbingly large proportion of these boxes are returned in a dirty condition.

In an attempt to remedy this trouble, the labels were removed from some of the worst boxes and the addresses of the consignee noted. A communication was addressed to the Chief Sanitary Inspector of the district from which the dirty box had been despatched, naming the sender and requesting co-operation. It soon became evident that this system could not be maintained for long, as within a matter of days, several hundred addresses had been noted and the work involved in communicating with all the Authorities concerned was beyond the capacity of the Port Health Department.

The matter was placed before the Port Health Committee and ultimately it was decided to order some 20,000 sticky labels on each of which was printed a pointed request from the Medical Officer of Health that boxes should be returned in a clean and hygienic condition. Through the co-operation of the Grimsby Fish Merchants Association, these labels were distributed to every wholesale fish merchant in Grimsby and each merchant attached a label to every outgoing invoice, thus ensuring that the message was conveyed to the appropriate quarter. At the same time, a circular letter was despatched to Medical Officers of more than 1,000 districts all over the country, inviting their co-operation in the drive for clean fish boxes.

The scheme was given some publicity in the trade press and generally every help was received. Nevertheless, the results have proved disappointing. It is possible that some little improvement could at first be noted but even that slight satisfaction was short lived.

The metal containers mentioned in my report for 1947 have not proved as successful as anticipated. In warm weather these boxes tend to absorb heat, a factor resulting in serious diminution of the ice content. Inability to stand up to rough usage is another reason for the metal fish box proving unpopular with the trade.

#### FISH MARKET—INSPECTIONS AND RE-INSPECTIONS.

The following inspections and re-inspections were carried out on the fish market during the year :—

	<i>Inspections.</i>			<i>Re-Inspections.</i>		
Fish Merchants Stands	..	803	.. ..	..	..	606
Box lofts	.. ..	165	.. ..	..	..	65
Offices	.. ..	83	.. ..	..	..	43
		<hr/>			<hr/>	
TOTALS	..	1051				714
		<hr/>			<hr/>	

#### FISH MARKET—SANITARY IMPROVEMENTS EFFECTED.

The following defects and nuisances were found and remedied :—

Defect or Nuisance	Remedy	Found	Remedied
Defective Fish bins	Repair/Renew	140	134
Dirty Box lofts	Cleanse	126	87
Dirty Fish bins	"	68	49
Dirty Fish boxes in use	"	583	577
Dirty Utensils in use	"	818	733

#### WELFARE WORK.

Particulars were given in my report for 1946 regarding the organisation and functions of the dock clinic maintained by the Grimsby Exchange Ltd. (representing the Grimsby trawler owners). The medical officer in charge of this clinic no longer works in a full-time capacity, but the volume of work is as large as ever. I am indebted to him for the following statistics of the work carried out during the year :—

Total consultations	.. ..	1,310
Routine examinations	.. ..	1,397
Compensation surveys	.. ..	519
X-ray examinations	.. ..	138
Cases referred from the First Aid Station		234



In addition, 626 trawler medicine chests are inspected regularly and maintained in an up to the minute state of efficiency.

The first aid station is staffed by one attendant qualified in first aid and one assistant who is supplied by the British Railways. The upkeep of the station is the joint responsibility of the Fish Merchants' Association, the Trawler Owners Exchange and the Grimsby Ship Repairers, while the Fish Lumpers Canteen contributes weekly on a voluntary basis. During the year 7,171 cases were treated involving 14,406 attendances.

The plans of the National Dock Labour Corporation for providing additional clinic premises in the dock area are still in their early stages, but that Corporation has been able to considerably expand the welfare side of this work. Towards the latter part of the year, representations were made against the proposed closing of the British Restaurant in the Gorton Street area.

